

CLAIMS

1. A motor vehicle (10) provided with an electric propulsion motor (12) capable of being supplied with electrical energy:

- by a first electrical-energy source composed of a fuel-cell stack (16) that is supplied with fuel by a reformer (22) when the temperature ( $T_m$ ) of the reformer (22) is higher than or equal to a threshold temperature ( $T_s$ ); or

- by a second electrical-energy source composed of an auxiliary battery (14), as long as the temperature ( $T_m$ ) of the reformer (22) is below the threshold temperature ( $T_s$ );

and of the type provided with an accelerator pedal (30) that can be moved between a rest position ( $P_0$ ) and an actuated extreme position ( $P_1$ ,  $P_2$ ) corresponding to the maximum mechanical power that can be delivered by the motor (12) as a function of the electric power available for supplying it,

characterized in that it is provided with means (34, 52) for varying the actuated extreme position ( $P_1$ ,  $P_2$ ) of the pedal (30) as a function of a parameter ( $T_m$ ) representative of the electrical power available to supply the motor (12).

2. A vehicle (10) according to the preceding claim, characterized in that the said representative parameter is the temperature ( $T_m$ ) of the reformer (22).

3. A vehicle (10) according to the preceding claim, characterized in that, when the temperature ( $T_m$ ) of the reformer (22) is higher than the threshold temperature ( $T_s$ ), the said means (34, 52) automatically vary the actuated extreme position of the accelerator pedal (30) between a threshold position ( $P_1$ ) corresponding to the electrical power that can be released by the battery (14) and a maximum position ( $P_2$ ) corresponding to the electrical power that can be delivered by the fuel-cell stack (16).

4. A vehicle (10) according to the preceding claim, characterized in that the said means (34, 52) that vary the actuated extreme position of the pedal (30) are controlled by the action of the operator.

5. A vehicle (10) according to the preceding claim, characterized in that the said means (34, 52) are controlled by the action of the operator via a manual control device, which is neutralized as long as the temperature ( $T_m$ ) of the reformer (22) is below the threshold temperature ( $T_s$ ).

6. A vehicle (10) according to claim 4, characterized in that the said means (34) vary the actuated extreme position of the pedal (30) when the accelerator pedal (30) is situated between the rest position ( $P_0$ ) and an intermediate position ( $P_1'$ ) that is situated between the rest position ( $P_0$ ) and the threshold position ( $P_1$ ).

7. A vehicle (10) according to claim 3, characterized in that the said means (34) automatically vary the actuated extreme position of the pedal (30) after a delay time.

8. A vehicle (10) according to claim 3, characterized in that it is provided with means (52) for increasing the resistance to displacement of the accelerator pedal (30) from the threshold position ( $P_1$ ) to the maximum position ( $P_2$ ), the said means being actuated automatically and temporarily.

9. A vehicle (10) according to one of the preceding claims, characterized in that it is provided with a warning device that transmits a warning signal to alert the operator when the temperature ( $T_m$ ) of the reformer (22) is higher than the threshold temperature ( $T_s$ ).

10. A vehicle (10) according to any one of the preceding claims 3 to 9, characterized in that the said means (34, 52) are provided with a retractable stop (46), which can be moved between an active state in which the displacements of the accelerator pedal (30) are limited between the rest position ( $P_0$ ) and the threshold position ( $P_1$ ), and an inactive state in which the pedal (30) is able to reach the maximum position ( $P_2$ ).